

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE, \$24 PER ANNUM.

Shipping

Sailing Vessels.

FOR NEW YORK.

The A1 British Bark
"ABERLADY,"
J. NICOLL, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The 41 British Barque
"GRANMERE,"
HASTINGS, Master, will load
here for the above Port, and
will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, August 16, 1877.

FOR NEW YORK.
The A1 German Ship
"JOHANNE."
BUNGE, Master, will load here
for the above Port, and will have
quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 31, 1877.

FOR LONDON.
The A 1 British Barque
"GEO. CROSHAW,"
GEO. IRVING, Master, will have
early despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 28, 1877.

FOR LONDON.
The A1 British Bark
"ROBERT HENDERSON,"
Gunn, Master, will load for
the above Port, and will have
quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 11, 1877.

FOR HAMBURG.
The 41 British Bark
"LORD MACAULAY,"
Capt. MONKMAN, will load for
the above Port, and will have
quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 20, 1877.

FOR SAN FRANCISCO.

The 41 British Bark
"VICTORIA,"
W. D. TRIMBLE, Master, will
load here for the above Port,
and will have immediate despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 23, 1877.

FOR SAN FRANCISCO.
The *A 1 American Ship*
"A. S. DAVIS,"
J. W. FORD, Master, will load
here for the above Port, and
will have early despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, August 1, 1877. no1

FOR PORTLAND.
The A 1 American Ship
"PILGRIM"
will load here for the above
Port, and have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, August 2, 1877. no2

FOR MELBOURNE & SYDNEY.
(To follow the *Barque Caldeu.*)
The A 1 British *Barque*
"WINLOW"
Capt. BAKER, will load here
and have a quick despatch for
the above Ports.
For Freight, apply to
ROZARIO & Co.
Hongkong, August 13, 1877.

FOR NEW YORK.
The 41 American Barkentine
"WILLIAM COBB,"
having the greater portion of
her Cargo engaged, will load
here and/or at Whampoa for the above
port and have quick despatch.
For Freight, apply to
OLYPHANT & Co.

Hongkong, July 31, 1877. au31

FOR LONDON.

The A 1 British Barque
"BON ACCORD."

W. Scott, Master, will have
quick despatch as above.

For Freight, apply to
GIBB, LIVINGSTON & Co,
Hongkong, August 1, 1877.

Intimations.

W. BALL,
CHINA DISPENSARY.IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.Prescriptions Dispensed with Carefulness,
and Prompt Attention.PRAY WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

NOTICE.

THE Undersigned begs to remind his
Customers and the Public Generally
that he still carries on his PHOTO-
GRAPHIC BUSINESS in No. 3 A,
LOWER WYNDHAM STREET; and
that he has no connection whatever with
the Establishment recently opened in
Queen's Road, under the Name and Style
of APONG & Co.

AFONG,

No. 3 A, Wyndham Street,
Hongkong, August 15, 1877. se15

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to

H. L. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best
collection of Views of China, Pho-
tographic Albums, Frames, Cases, &c., of
assorted sizes. Ex S. S. Tiger, Revolving
Standard Albums, Armorial Monograms
and Postage Stamp Albums, Russia Leather,
Velvet and carved-wood Albums, Cases and
Frames, nice Albums for Cabinet Portraits
only, Portraits of the Generals of the present
Russo-Turkish War, Eminent British
Statesmen, the two Chinese Ambassadors
in Cabinet and Carte de Visite sizes,
Coloured Portraits of English Ladies.
Hongkong, August 24, 1877.

AH YON,

SHIPS' COMMODORE AND
STEVEDORE,

No. 67, Praya Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

Notices to Consignees.

OCCIDENTAL & ORIENTAL S. S.
COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship
BELGIO, from San Francisco, &c., are
hereby requested to send in their Bills
of Lading for countersignature, and to take
immediate delivery of their Goods.
Cargo impeding discharge of the Steamer
will be landed and stored at Consignees'
risk and expense.

G. R. EMORY,

Agent.

Hongkong, August 24, 1877. au31

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. ASSAM AND
INDUS.CONSIGNEES of Cargo by the above-
named Vessels, from London, Bombay
and Intermediate Ports, and in connection
with the Steamer NEPAUL from Cal-
cutta, are hereby informed that their Goods
are being landed and stored at their risk in
the Company's Godowns, at West Point,
whence delivery can be obtained from this
date.Goods not delivered by the 1st September
will be subject to rent.

ADAM LIND,

Superintendent.

Hongkong, August 25, 1877. se1

CASTLE LINE OF STEAMERS.

LOUDDON CASTLE.

FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees
of Cargo are hereby informed that their
Goods are being landed, at their risk, into
the Godowns of Mr. A. M. G. HEATON,
whence delivery may be obtained.
Consignees wishing to receive their
Goods on the Wharf are at liberty to do so.Optional Cargo will be forwarded on,
unless notice to the contrary be given
before Noon To-day.No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 1st Proximo will be
subject to rent.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,

Agents.

Hongkong, August 25, 1877. se1

FROM LONDON AND SINGAPORE.

THE S. S. Glenagles having arrived,
Consignees of Cargo are hereby in-
formed that their Goods are being landed
at their risk and stored by the Undersigned
in their Godowns, whence and/or from the
Wharf or Boats delivery may be obtained.
Optional Cargo will be forwarded to
Shanghai, unless notice to the contrary is
given before Noon To-day.Cargo remaining undelivered after the
3rd Proximo will be subject to rent.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,

Agents.

Hongkong, August 27, 1877. se3

GERMAN BARK ADOLPH, FROM
HAMBURG.CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Undersigned
for countersignature, and to take im-
mediate delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

ARNOLD, KARBURG & Co.,

Agents.

Hongkong, August 5, 1877.

To Let.

TO LET.

NOS. 4, and 5, PERHILL TERRACE, EIGHTH
STREET.Apply to
LANE, CRAWFORD & Co.

Hongkong, July 30, 1877.

TO LET.

THE Dwelling House and Offices No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAPRAIK & Co.
The Dwelling House No. 6, Gough Street.
The Dwelling House No. 10, Gough
Street. Possession from 1st September next.Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, July 9, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately
occupied by the Rev. R. H. Kim.
"Bianco Villa," Pok-fu-lum, furnished.
Houses Nos. 8 and 9, Peddar's Hill.
DAVID SARSON, SONS & Co.
Hongkong, July 21, 1877.

To-day's Advertisements.

FOR MANILA (DIRECT.)
The Spanish Steamer
"EMUY,"BRANCO, Master, will leave
as above on SATURDAY

Next, the 1st Proximo, at Noon.

For Freight or Passage, apply to
REMEDIOS & Co.,

Agents.

Hongkong, August 29, 1877. se1

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

TWILIGHT, British barque, Capt. Dalry.

Jardine, Matheson & Co.

NIMROD, British barque, Capt. Clark.

Captain.

PIRGIM, American ship, Capt. F. Foule.

Order.

SCINDIA, British ship, Capt. Lightbody.

Russell & Co.

FORMOSA, German 3-m. schooner, Capt.

C. Schmeer.—Melchers & Co.

ULOOK, British barque, Captain A. P.

Goodman.—Borneo Co.

ANNIE S. HALL, American 3-m. schooner,

Capt. Chas. H. Nelson.—Douglas Lapraik

& Co.

ABERLADY, British barque, Capt. Nicoll.

Jardine, Matheson & Co.

BEETHOVEN, German barque, Captain R.

Haje.—Melchers & Co.

VISCOUNT MACDUFF, British 3-m. schooner,

Capt. Wm. Wright.—Borneo Co., Limited.

SHIPPING.

ARRIVALS.

Aug. 28, Emeralda, British steamer, 395,

C. Thebaud, Manila Aug. 26, General.

A. M. G. HEATON.

Aug. 28, Viscount Macduff, British 3-m.

schooner, 288, Wm. Wright, Newchwang

Aug. 8, Beana.—Borneo Co., Limited.

Aug. 29, Carmelita and Ida, German

barque, 438, Ketela, Newchwang Aug. 4,

Beana.—EDUARD SCHELLHANS & Co.

Aug. 29, Victory, British brig, 255,

Whiting, Newchwang Aug. 8, Beana.—

CAPTAIN.

Aug. 29, Iravaddy, French steamer,

2400, Baule, Shanghai Aug. 26, Mails and

General.—MESSAGERIES MARITIMES.

Aug. 29, Beethoven, German barque, 340,

R. Haje, Newchwang August 1, Hema.—

MELCHERS & Co.

Aug. 29, Douglas, British steamer, 864,

G. D. Pitman, Foochow Aug. 24, Amy 27,

and Swatow 23, General.—DOUGLAS LA-
PRAIK & Co.

Aug. 29, Brema, German barque, 880,

K. Timpe, Newchwang Aug. 1, Beana.—
WIELER & Co.

DEPARTURES.

Aug. 29, Capella, for Keelung.

29, Kronprinzessen, for Foochow.

29, Fernambuco, for Singapore.

29, Esmeralda, for Amoy.

29, Taiwan, for Amoy, Tamsui, &c.

CLEARED.

Hollywood, for Hoihow & Haiphong.

Scindia, for Manila.

Antwerp, for Melkones (Bolivia).

Woodhall, for Portland Oregon.

Genevieve, for Saigon.

Charley, for Keelung.

PASSENGERS.

ARRIVED.

Per Emeralda, from Manila, Messrs C.

Perrissin, and W. H. Hammond, and 220

Chinese.

Per Iravaddy, from Shanghai: for

Hongkong, Messrs J. L. W. Pustau and

servant, J. M. Forbes, and Carbo, and 27

Chinese; for Marseilles, Messrs A. E.

Hippesley, J. Findlay, F. Deacon, and

Schubard.

Per Douglas, from Coast Ports, Mr Pit-

man and 177 Chinese deck.

DEPARTED.

Per Fernambuco, for Singapore, 20 Chi-

nese.

SHIPPING REPORTS.

The British steamer Emeralda reports:

Light Easterly breezes and fine weather

throughout.

The British 3-masted schooner Viscount

Macduff reports: Sailed 8th Aug. and

had S.W. winds down the Gulf; then N.E.

wind to Turnabout; and thence to port

light S.W. winds.

The German barque Carmelita and Ida

reports: Light winds and fine weather

throughout the passage.

The French steamer Iravaddy reports:

Fine weather throughout the passage.

The German barque Brema reports:

On the 18th August in 27.08 N. and 121 40

E., passed a British barque going North,

signals F.I.B.B. Fine weather with calm

and light variable winds during the passage.

The British steamer Douglas reports:

Light variable winds and fine weather

CARGO.

Per S. S. Oceanic, sailed 22nd August,
1877:—For Yokohama, 248 pgs. Iron,
2,782 bags Sugar, 30 Tons Wood, 31 pgs.
Cordage, 54 pgs. Rattans, and 141 pgs.
Merchandise. For San Francisco, 737
pgs. Tea, 10 cases Cigars, 1 box Sawing
Silt, 4 bales Ray Silk, 101 bags Sugar,
19,024 bags Rice, 458 bags Beans, 187 bags
Tapioca, 18 bags Cloves, 93 slabs Tin, 54
bales Prepared Opium, 240 Empty Quick-
silver Flasks, 1,000 flasks Quicksilver, and
3,594 pgs. Merchandise. For Boston, 67
pgs. Tea. For New York, 39 cases and
165 bales Silk, 25 pgs. Merchandise, and
678 half-chests Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—

For MARIVELES, at 8.30 a.m. To-
morrow, the 30th inst., instead of
as previously notified.

For SWATOW.—

For NORNIA, at 9.30 a.m. on Thursday,
the 30th inst., instead of as pre-
viously notified.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CHINA

will be despatched on THURSDAY,

the 30th instant, with Mails for
Japan, San Francisco, and the United
States, which will be closed as follows:

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan, the

United States, or Union Coun-

tries only may be posted on

board the Packet with Late

Fee of 12 cents extra Postage

until

2.50 p.m. when the Mail is finally closed.

Hongkong, August 13, 1877. au30

MAILS BY THE FRENCH PACKET.—

The French Contract Packet TRAOUAD-

DY will be despatched from Hong-

kong on SATURDAY, the 1st Sept.,

with Mails to and through the

United Kingdom and Europe, via

Marseilles to Saigon, Singapore,

Batavia, Galle, Australia, New Zea-

land, Tasmania, Fiji, Aden, Sey-

chelles, Réunion, Mauritius, Suez,

and Alexandria. This is the best

opportunity for forwarding Corre-

spondence to E. Africa, the Cape,

St. Helena, and Ascension.

Letters may also be forwarded to INDIA

by this Packet, but can be paid only

far as Ceylon. The postage to

Ceylon must be prepaid. Such let-
ters should be marked Paid to Galle
only; they will go on from Galle as
unpaid.

The following will be the hours of closing

the Mails, &c.:—

Friday, 31st August.—

5 p.m. Money Order Office closes. Post

Office closes except the Night Box,

which remains open all night.

Saturday, 1st September.—

7 a.m. Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late

Letters.

11.10 a.m. Letters (but Letters only)

except those to and through Aus-
tralia may be posted on payment of a

Late Fee of 18 cents extra postage,

until

11.30 a.m. when the Post Office Closes

entirely.

Hongkong, August 13, 1877. se1

MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet SOMER-

SET, will be despatched from Hong-

kong on WEDNESDAY, the 31st

September, with Mails for Singapore,

Somerset, Cooktown, Cleveland Bay,

Bowen, Koppal Bay, Brisbane, Sydney,

Tasmania, New Zealand, and Mel-

bourne.

Correspondence cannot be Registered after

3.15 p.m.

The Mails will be closed at 8.30 p.m.

Correspondence for New Zealand must be

specially directed via Torres Straits, or

it will be sent via Galle.

Correspondence for Southern and Western

Australia can be sent by this route if

directed, but as a general rule it is

better to send it via Galle.

A Supplementary Mail for Singapore only

will close on board 10 minutes before

General Memoranda.

FRIDAY, August 31:—

Noon.—General Weekly Sale by Messrs

Lane, Crawford & Co.

SATURDAY, September 1:—

11 a.m.—Sale of American barkentine

Rosina, at Mr J. A. Armstrong's Sale

Rooms.

Noon.—Empty leaves for Manila.

Goods per Louddon Castle undelivered

after this date subject to rent.

Goods per Assam and Indus undelivered

after this date subject to rent.

MONDAY, September 3:—

Goods per Glenagles undelivered after

this date subject to rent.

WEDNESDAY, September 5:—

11 a.m.—Sale of Sundries at Govt. Store.

4 p.m.—Somerset leaves for Singapore, &c.

MEMOS. FOR TO-MORROW.

Auction.

2 p.m.—Sale of Steam Engine and Boiler,

&c., at Lane, Crawford's, Praya Central.

Shipping.

3 p.m.—American Mail leaves for Yoko-

No. 4419.—AUGUST 29, 1877.]

VIOLENT ASSAULT.

Wm. Kelly, seaman, was sent to 14 days' hard labour for violently assaulting one Peter Vandenberg, a seaman boarding at the Sailors' Home.

MISPLACED LENIENCY.

Chung Afook alias Ohun Afook, an old offender who was convicted at the July Sessions for having returned from deportation labour, but was subsequently discharged owing to the invalidity of the deportation warrant, was again brought up to-day to answer a charge of larceny. He went into the upper floor of house No. 32 Praya, and stole from a room occupied by a woman named Kwok Ayeo, a bed-quilt and a jacket. He was seen leaving the room with the things in his possession, and was arrested with the bed-quilt in his hand. The previous convictions against the prisoner having been proved—showing that he had been four times convicted of larceny, and deported—the prisoner was committed for trial; the defence was reserved.

ASSAULT.

John Doran and Peter Fortune, seamen boarding at the Sailors' Home, were charged with having gone to the Liverpool Arms public house, kept by one John Jester, with knives and sticks, in company with twelve others, and kicked up a row with some men belonging to the *Glencoe*. The complainant was struck on the back with a stick by some one, and the 2nd defendant kicked him on the breast. The case was remanded till the 30th, to enable the Police to arrest the man who used the stick.

MORE DEPORTATION.

Piercy Leway, seaman American barkentine *Namoa*, was charged with desertion. The defendant said he was ill-used on board and he wanted to see the Consul. As the vessel had left, the defendant was remanded till to-morrow, pending reference to the U. S. Consul.

SUPREME COURT.

IN VIOCE-ADMIRALTY.

(Before the Chief Justice Sir JOHN SMALLES, with Capt. H. G. THOMSON, R.N., as Assessor.)
August 29, 1877.

A COLLISION BETWEEN TWO STEAM-LAUNCHES.

Blanche v. Cumlooy.

This was an action for the recovery of damages in respect of a collision between the *Cumlooy*, a steam-launch, and the *Blanche*, also a steam-launch, which occurred on the 13th May last in Yowmahee Bay. Damages were laid at \$1,200, but the respondent expected that the claim would be considerably reduced, even if the suit should be decided against him.

Mr. Haylar, Q.C., instructed by Mr. Brereton, appeared for the respondent, and Mr. Kingmill, instructed by Mr. Sharp, the Queen's Counsel, for the plaintiff.

The facts were simple. Both launches were ferry-boats plying between Hongkong and Yowmahee. On the 13th May last, the *Blanche* was leaving Yowmahee while the *Cumlooy* was going in. The *Blanche* was manœuvring to get out, when she was struck by the *Cumlooy* on the bow. The respondent attributed the occurrence to the respondent's neglect, while the respondent contended it was an inevitable accident and that it was the fault of the respondent that the accident occurred.

Mr. W. Wilson was called—I am a surveyor and an architect, and a civil engineer. I made the plan in Court of that portion of Kowloon it is situated in, it is the pier where launches ply to and from. The plan is a correct one. The most northern rock is 500 feet distant from the nearest point of the pier. The piers are not straight in the neighbourhood, there is an angle at this point.

By Mr. Kingmill—I made the plan yesterday morning. I took no bearings from the pier. I worked it out by trigonometry. I took no soundings. I was only instructed to make a small plan showing the position of the rock.

By the Court—I know the coast well. The position of the rock B in the small plan (that furnished by the other side) is not correctly given. The distance given there is only 300 feet. I am quite confident of my own measurement being correct. I took the measurement by bearings. I think their measurement of 120 yards must be wrong.

By Mr. Wilson—I am master of the steam-launch *Blanche*, owned now by Mr. Noronha. I run her backwards and forwards between Victoria and Yowmahee as a ferry. I steer the launch, have been so employed for about ten months. We have an engineer. On the 13th May, we were coming out from Yowmahee about mid-day. I left the wharf backwards at 1/2 speed, and commenced to turn round after I had cleared the wharf for about 7 or 8 o'clock (about 80 or 90 feet) I began to turn as I left the wharf; the helm was ported. I then turned the helm to the starboard and the vessel's head turned towards the right. The engines were ordered to go ahead slowly. I know the launch *Cumlooy*, she was coming at this time from Hongkong to Yowmahee. When I slowed my engine in order to avoid the rock, I then saw the *Cumlooy* coming. When I got close to the rock, I put a full stop to the vessel. The rock is a visible rock. The launch was inside of the rock I saw the *Cumlooy* on our starboard side, about 100 yards distant. She was coming right towards our launch amidships. There were 4 or 5 junks at anchor some distance from where we were. They were not in the way of the launches. On seeing the *Cumlooy*, I blew my whistle, but she continued to advance towards us at full speed. The *Cumlooy* did not blow her whistle but continued her course towards us amidships. We backed, and the *Cumlooy* ran down a sampan which was broken and the men jumped into the water to escape. On seeing this, I backed astern, and the *Cumlooy* struck us on the bow; if I had not backed, the *Cumlooy* would have struck us amidships. She came against us at great speed, the exact speed I cannot estimate; we were backing at the time. I did so because I was afraid the *Cumlooy* would strike us amidships near the funnel. Several Chinese junks were anchored very far off and were not in our way or in that of the *Cumlooy*.

By Mr. Kingmill—There are tea-boats (refreshment boats) continually anchoring off Yowmahee. The space between the rock and the low Chinese

junks was quite open, except the small boat which was run down. I could not place my launch to a more westerly course because there were some tea-boats in the way.

I stopped before the rock, because I saw the *Cumlooy* coming and thought she would pass astern. Feeling however, that she did not alter her course, I backed in order to avoid a blow amidships. I was formerly in Young Akow's service and I know he is one of the owners of the *Cumlooy*. I left him of my own accord. I was not discharged because I brought a launch of his into grief by running her against the wall of Yowmahee. It was the fault of the engineer who did not obey my orders and the launch was run on to a rock. I was asked to pay a portion of the damage; I refused and left. The launch once came into collision with a launch of Mr. Ingis; it was also through the engineer, not obeying my orders.

Re-examined—It is holdish work to come out of Yowmahee Bay from the Wharf. All the launches pursue the same course as I do in leaving the wharf.

By Capt. Thomson—It takes about 18 minutes to cross the harbour. Our boat draws five feet water. The wheel is before the funnel. If I had not backed, the *Cumlooy* would have struck us amidships. When I backed, the distance between us was too close to allow of the *Cumlooy* to change her course and pass us clear.

Other witnesses were then called to support the case of the respondent, viz. Leong Ayeo, the engineer of the *Blanche*, Lo Achip, a Chinese doctor, who was a passenger on board at the time of the collision, and Pang Sing-tai, a seaman.

This closed the case for the respondent. Mr. Kingmill then addressed the Court on behalf of the respondent, and called Capt. McMurdo to prove a chart of the Yowmahee Bay which he had prepared. He took all the bearings, and all the figures marked against each were correct.

The case was then adjourned till 10 a.m. to-morrow.

CORRESPONDENCE.

THE CRITIC REVIEWED.

To the Editor of the "CHINA MAIL."

Hongkong, August 28, 1877.

SIR,—In a recent impression of your deservedly popular journal there appeared a splenetic effusion from the pen of a correspondent rejecting in the euphonious name of "Corrosive" commenting on the abolition of corporal punishment and other severities against the Chinese in Victoria. Excellency the Governor of Hongkong. Your correspondent was also most effectively laconic about the removal of the acting Superintendent Tomlin from the supervision of the above-named establishment, and made strenuous efforts, worthy of a better cause, to rehabilitate that individual, but I regret to say that such an attempt miscarried for want of proper and well-timed interference. Now, with regard to the flogging of the Chinese, I am bound to say that it was a matter of state-policy, mainly which shelled it as a thing of the past, because it was not only barbarously frequent but fiendishly cruel, and invariably administered after a manner that would make the ears of any man tingle with shame.

"Corrosive" almost makes it a point of honour on which to hang his feeble logic that because a Chinaman is only a Chinaman he richly deserves any kind of indignity, and that he ought to be thrown outside the pale of humane consideration, there to be kicked and cuffed by every truculent ruffian that passes by. But it is a matter for sincere congratulation that such a sentiment embodied as it is in his letter, and not in keeping either with the laws of God or man, or the spirit of the age, and in order to prevent its being put in practice it should be jealously watched by all right-minded persons in the Colony, lest it be a standing reproach against that humanity which good Englishmen are proud to profess, and quick to put into execution.

Unwarrantably coercive and cruel measures can never gain over the morally depraved to a just sense of propriety, hence the step taken by the Governor who knows the world too well not to be keenly alive to this very plainest of all plain facts.

"Corrosive" has thought proper to give Mr. Tomlin an epithet, and not very enviable, notoriety by rushing with his name into print, wringing his little and bawling in tones of infant and touching grief the injustice of the Governor in displacing that person from his appointment; and occasionally eulogises the late Superintendent for qualities which may or may not be hidden under the metaphorical

With Mr. Tomlin's official or mental abilities I have nothing at all to do, considering that I am profoundly ignorant of both, but with the so-called injustice of his displacement reviewed with so much acrimony and such injudicious taste by your correspondent that one would be inclined to suppose he has met with some disappointment since the advent of the present Governor.

Regarding the removal of Mr. Tomlin the public are aware that his was only a temporary appointment, to be resumed at the pleasure of the Governor, that he suffered no hardship whatever by such a change in his external, but no stigma attached itself to his character, and that he was offered, and accepted, the well-feathered situation of chief clerk in the Colonial Survey.

Possibly your correspondent who, in your columns, would initiate us into the mystic secrets of precedence, may shake his head and disagree with the above well-matured sentence. He is at perfect liberty to do so. But let him remember that whenever he wields the pen of criticism he should be careful not only of foregone conclusions but of the shame which they invariably entail on him who utters them. It may not have occurred to "Corrosive" that in the inditing of his letter his remarks instead of injuring the Governor of Hongkong, have paid that gentleman the highest possible compliment, and taught your correspondent a lesson which he can soon disregard if he is indifferent to his moral and social advancement, and the solid advantages accruing therefrom. I might add, Mr. Editor, that were it not for a slight illness I would have replied to "Corrosive" ere this.

I am, Sir, yours faithfully,

ANODYNE.

"Anodyne" is in error if he imagines that "Corrosive" is labouring under any disappointment. We happen to know that "Corrosive" prides himself on being one of the most independent residents in the Colony.—Ed. C. M.

ALL PLAY AND NO WORK, &c.

To the Editor of the "CHINA MAIL."

Hongkong, Aug. 29, 1877.

SIR,—I am quite alive to the pleasantness of holidays, but I look upon it in a different light when my servants take holidays without finding substitutes.

Now, with regard to Government officers,—as they are called when we make things pleasant, or rather our public servants, they ought to be called when we look at things as they are in stern reality. I thought all along we had more gentlemen in each office than the exigencies of the public service require, and the fact that each officer has the right to take several months holiday a year, and that whilst he is away the work in his office goes on just as well as before, proves that our "Government officers" will paid as they are, are not being over-worked. *Bon Dieu* also made one of the seven days of each week a holiday, and Man has added a half-holiday on Saturday.

This being the state of things, what reason, let alone what right, had our fencible philanthropic Governor to allow each Government Department to shut its doors in the face of the public for an entire whole day out of the 31 left by God and Man? It strikes me it is unscrupulous. Isn't it written somewhere "six days shalt thou work"? As it is now, each Government officer works 4½ days, meaning by a day the time from 10 a.m. or later, till about 4 p.m. or earlier, and draws pay for seven, and the public who pay them have to put up with the inconvenience of burying their dead a day later, because they cannot get a burial permit when the Registrar-General's men happen to be out holiday-making, or keeping their money in their hands because the Treasurer's Office is shut.

This is taxing the patience of a tax-paying public rather heavily, especially when we consider that the Governor, in view of the Sanitarium arrangements on the Peak, the high pay, the liberal allowances of several months' holidays each year, and occasional furloughs for a trip to Europe and back, can have had no other reason for making this extra holiday but his own good heart, wishing to pour a little balsam on the sores of chafing officials.—I enclose my card and remain,

Yours,

Mrs. GRUNDY.

China.

NINGPO.

August 22nd.

The only news, here, is of an accident to the yacht *Heron*, which the lowland succeeded in some incomprehensible way in running on Dumb Island, about 4 miles outside Chinshai. The *Heron* had been very kindly lent by Colonel Cooke to take a party of ladies and children to Poohoo, whose trip was rather summarily stopped by the misadventure. The yacht was at once beached; and the passengers landed and passed some four or five hours on the rocks before they were taken off in a passing pilot boat. The fishing boats were willing to take them, but were also anxious to squeeze, when the chance arrival of the pilot boat put an end to the difficulty. They all got back to Ningpo about 11 o'clock last night. The *Heron*, I am glad to hear, is very little injured, and can easily be repaired.

We have had much rain and thunder, but I am glad to say, no sickness.—N. C. D. News.

SHANGHAI.

The Hon. John L. Caldwell, late Assistant Secretary of State at Washington, arrived yesterday (Aug. 28th) by the *Saio Maru*, en route, it is understood, for Peking, India, and thence to Europe. A curious contribution was sent yesterday to the Museum, in the shape of a snake with a number of eggs and a little one just hatched, which were found in an old wall at the back of the Missionary School near West Gate. There were ten eggs, a little smaller than an average fowl's egg, all coherent; the little snake, not much bigger than a good sized worm, had just issued from the outside of one of the row.

H.B.M.'s gunboat *Eryole* was safely docked at Tung-kai, at an early hour on Tuesday morning. Her guns and several tons of pig iron and other heavy ballast were placed forward so as to lower her bows to bring her on an even keel; and then she was docked without the least difficulty. Her damage now can, of course, be fully viewed, and several residents have inspected her during the last few days. From the appearance of the rent in her side, it almost seems that the *Dragon* struck her almost at right angles; and had she not been a strong-built vessel and provided with watertight compartments, it is tolerably certain that her flotation could not have been sustained many minutes after the collision. On the dock is fully four feet wide, and gradually narrows to two feet, extending down to within six inches of the screw shaft; the port quarter of the vessel, in fact, being literally cut in two. The stem of the *Dragon* penetrated nearly four feet, and has destroyed not only the wooden framework, but one of the iron supports also. The force of the blow is evidenced by the cleanness of the hole. The planks are not shattered by any extent, but cut through as by an axe used by a powerful hand; and the progress of the *Dragon's* stem seems only to have been arrested by the strength of the iron hulls. The water which filled the six compartments of the vessel has been pumped out. Everything they contained in the way of ornamentation and personal comforts has been rendered valueless, and the loss in the list of damages. She is to be thoroughly overhauled before leaving dock, and many weeks will elapse before her repairs can be executed.—N. C. D. News.

The decision in the Mixed Court, delivered yesterday (Aug. 28th) by the Chinese Magistrate Chen, and C. T. Gardner, Esquire, British Assessor, in the rehearing of the case of Gilman & Co. v. Ting Ping-chai, will be received with general satisfaction. The plaintiffs claimed an "all defendant for the loss on certain silk shipped to France for sale on a consignment account. The silk was sold at a loss, owing to a fall in the market, and the defendant retained ownership, asserting that the silk was sold to Gilman & Co., and shipped on their own account. It was argued on the part of the defendant, that it was usual for Chinese consigning silk to sign the back of the drum through whom it was shipped; and that in this case the back of

Messrs. Gilman & Co. had not been signed by him. It was, however, shown by Gilman & Co. that not only was that formality frequently dispensed with, but defendant himself had on three occasions consigned silk without signing his name, and had on each occasion received the profit. When the case was formerly heard, it had transpired that defendant had considered, besides the sales in dispute, upwards of 100 more, and had signed his name to none of the shipments. The decision which was drawn up by the Chinese Magistrate and assented to by the Assessor, whilst blaming the carelessness of the plaintiffs in not insisting on the signature, said that "there ought to have been no reputation," and that "it was not competent for the defendant, who had received the profit on the silk consigned, to contend that he is not to pay a loss on silk consigned under exactly similar circumstances." The Court animatedly in favour of the plaintiffs, and on his having palpably tampered with his books. The judgment delivered at the former hearing was upheld, and the defendant ordered to pay Tls. 1,448.48 with interest. The Assessor agreed with the decision of Chen, his own view of the case, in which he details minutely the whole of the circumstances, and after thus closely defining the evidence before the Court, agrees with the Magistrate as to the award.

On Thursday evening, Captain Poland, of H. M. S. *Sun*, engaged a carriage and two muffs, from Messrs. Snows and Symons, and drove towards Siewai. About eight o'clock, as he was returning by the French road, and had arrived at the village under the west gate of Shanghai, a Chinese official—believed to be a military mandarin—and a number of retainers or soldiers, were also on the road at the spot indicated. One of the men seized the pony of the carriage, which was immediately brought to a standstill. The muffs requested to be allowed to proceed, stating that a foreigner was inside the carriage. Instead of releasing his hold, the man and his companions made some contemptuous reply, to the effect that they cared nothing for foreigners; and Captain Poland was detained for some time. No further violence was however, attempted, and that gentleman reached the settlement in safety. We understand that a complaint has been laid before Mr. A. Davenport, Acting British Consul, and that enquiries are being instituted as to the Mandarin who caused the obstruction and detention.—Shanghai Courier.

THE STEAMER "AGAMEMNON."

Bombay, 28th August 1877.—The *Agamemnon* has arrived at Aden with broken shaft.

CELEBRITIES AT HOME.

MR. DARWIN AT DOWN.

A great pool of laughter fills the modest house at Down. Not one of those sharp metallic exclamations which jar on the ear and set the teeth on edge, nor one of those dry wooden rattlings like the crackling of thorns under a pot, nor yet the loud laugh which speaks the vacant mind; but a rich Homeric laugh, round and full, musical and joyous—a laugh to remember. This outburst of merriment proceeds from the recluse of Down, infinitely amused to hear that, while he has been watching the tendrils of the vine and examining the microscopical habits of the sundew, the microscope of the world has been focussed upon the great observer himself; that, without going through the preliminary process of pinning him to a cork like a cockchafer, he has been a marked man for some time past; that when he has imagined himself most secure at the pleasant home of his friend Dr. Farr, discussing the light and exhilarating subject of vital statistics, the same penetrating orb was still fixed upon him; that in the little garden where he cultivates his plants for experiment, 'observation with extended view' was at his elbow.

'It is better so,' says Mr. Darwin, 'than to be interviewed and harassed with questions which cannot be answered without some appearance of vanity. Moreover it strikes me as not proper that a man should communicate anything to the author of a biographical notice. He should behave as if already dead.' On any subject but himself he is the most free and communicative of living philosophers. Without an atom of scientific jealousy, he is always ready to expose his views, to narrate the result of his experiments on which he is perpetually occupied, and to assist other investigators from the stores of his whole field of natural science, and the conclusions on such facts as have been ascertained by actual observation. No naturalist of this or any other time has confined himself more strictly to well-ascertained facts, and devoted more labour to original investigation. The reason of this excessive care is to be found in the keystone of the Darwinian philosophy—*La vérité quand même*—the pursuit of truth through all difficulties, and without regard to consequences. To this object he has devoted his entire life, saving, of course, the cheerful hours spent in his family-circle—one of the most united and affectionate in England—and with his oldest friends, Sir Joseph Hooker and Professor Huxley.

Perhaps no merrier trio of philosophers ever gathered together, and entered into subjects with equal gusto and earnestness; but neither of his two friends, genial companions though they be, can approach Mr. Darwin's pitch of hilarity. At a droll illustration of Mr. Huxley's, or a humorous doubt insinuated in the musical tones of the President of the Royal Society, the eyes twinkle under the massive overhanging brows, the韶韶istic head, as Professor Tyndall loves to call it, is thrown back and over the long white beard rolls out such a laugh as we have attempted to describe. Unfortunately there are moments when Mr. Darwin can enjoy neither scientific investigation nor friendly converse; when sudden fits of illness, which he has been subject since his manhood, lay him prostrate for days together. Happily these attacks are only troublesome while they last and inflict no permanent injury on his powerful frame. The long, wasted periods of convalescence, too, are utilised for observations which require almost constant attention; so that the table may be said to be turned on disease.

Mr. Darwin, like his friend Sir Joseph Hooker, is an instance of the hereditary transmission of peculiar characteristics. He is the third of his family in direct descent who have been Fellows of the Royal Society. He is the son of Dr. Robert Waring Darwin, F.R.S., and grandson of Dr. Erasmus Darwin, author of the *Botanic Garden*, *Zoonomia*, &c.; and by the mother's side is grandson of Josiah Wedgwood, F.R.S., the celebrated manufacturer of pottery, and founder of the works at Etruria. In him, however, the artistic element which dominated the Wedgwoods has been almost entirely overshadowed by the scientific instinct which impels man to seek for knowledge for its own sake, without the slightest admixture of interest or ambition. For sculpture or pottery or even for drawing, except as an aid to botanical and zoological pursuits, he cares very little, his collection of pictures being confined to a portrait of old Dr. Darwin and one of Josiah Wedgwood hanging in his dining-room, and sketches of Sir Joseph Hooker and Professor Huxley in the small study whence he issued the *Origin of Species*, the *Descent of Man*, and a large number of equally valuable but less generally known works on zoology, botany, and geology. It is the fate of Mr. Darwin, like that of many other celebrated men, to be best known by the works to which he would himself hardly assign the highest rank among his many productions. The popular mind, smitten with a taste for a smattering of science, naturally pounces most eagerly upon those scientific works which approach the borderland of speculation, and has thus done him but scant justice; the hurrying and blundering million not pausing to distinguish between statements which he puts forward as matters of fact, ascertained, beyond all possibility of doubt, by experiment, and the hypotheses which, with admirable caution, he sometimes bases upon them. This is grossly unfair to the most candid of philosophers, who cares nothing for his theories, and as in the well-known case of the bees in the *Origin of Species*, frankly admitted the difficulty of reconciling the phenomena of Nature with his hypothesis of divergence. Thus it is not uncommon to hear persons of supposed scientific taste, who chatter glibly enough about protoplasm and the monad, compare Mr. Darwin's most popular works with the *Vestiges of Creation*, a mere scientific romance, founded on the daring speculations of Lamarck and the nebular theory of Laplace, and the famous astronomer, who, when asked by Napoleon why he had not attributed the structure of the universe to one great Architect, is said to have replied that he 'had no occasion to adopt that hypothesis.'

Mr. Darwin's books are founded upon no hasty generalisations from facts collected by others, but on patient and independent observation. Yet so persistent have been his labours that a mere catalogue of them would fill a column of this journal. Since his return from the memorable voyage of the *Beagle*, he has been constantly present to the scientific world. It was a happy thought of Captain FitzRoy to offer, on setting out in 1831, to give up part of his own cabin to any naturalist who would accompany the ship on her now historic survey. Mr. Darwin had just then taken his degree at Cambridge, his preliminary studies having been made at Shrewsbury School, under Dr. Butler (afterwards Bishop of Lichfield), and then for two years at the University of Edinburgh, where he devoted some time to marine zoology, and read his first paper before the Linnean Society, on the movement of the ova of *Fucus*. On the hearing of Captain FitzRoy's offer, he at once volunteered his services without salary, but on condition that he should have the entire disposal of his collections, all of which he deposited in various public institutions.

His work covers an immense area of thought, extending over zoology, botany, and geology, in each of which he has made the mark of an original and powerful mind, enriched by long research. The bulk of work of this kind conveys but the dimmest idea of the toil involved in the collection of material, and spent in experiment and observation. In actual writing, Mr. Darwin works on a plan of his own, in very short 'spells'—never exceeding a couple of hours—and never commenced until the evidence has been carefully collected, arranged, and duly pondered over.

In one respect, despite his vexatious attacks of illness, Mr. Darwin must be considered a fortunate man. During the whole of his life he has been in easy circumstances, above the toil of earning an income. Unlike many philosophers, he has not had the mortification of spending his best hours in the drudgery of official routine, or the hardly less wearisome task of teaching. He has been enabled to devote his entire time to his favourite pursuits, and since his marriage with his cousin, Miss Emma Wedgwood, has resided at Down, amid the rich and varied scenery of one of the prettiest parts of Kent. As his numerous family has grown up around him, he has been relieved of all the cares which distract the scientific life. He leads a truly calm and philosophic existence, untroubled by the contemplation of weekly bills and the signing of cheques. In his wife and family he is especially happy, being spared the pain of degenerate offspring. His eldest son, Mr. William Darwin, is a banker at Southampton; the second, George, took high honours at Cambridge, and is now a Fellow of Trinity; the third, Frank, who has inherited his father's ill-health, acts as his secretary; the fourth, Leonard, is an officer in the Artillery, and distinguished himself as one of the scientific corps sent to observe the transit of Venus; the fifth, Horace, is an excellent mathematician. One married and one unmarried daughter complete a family whose constant care is to relieve its head of all possible trouble or anxiety.

Thus, free from the disturbing influences of the world, he can well afford to treat with admirable good-humour the attacks of scientific opponents, and the jokes of ignorant folk incapable of understanding either his books or himself. When young he pursued field sports with the naturalist's interest of the hunter and the naturalist; but of late years he has found his chief relaxation in reading the popular novels of the day, feeling, like Auguste Comte, that the scientific man requires frequent unbinding. In his treatment of books and specimens, he resembles Mr. Carlyle—caring nothing for them when read or thoroughly investigated. His books and plants are always at the service of his friends and neighbours, among whom one of the nearest is Sir John Lubbock. Finally, let it be remembered that Mr. Darwin has exercised no common degree of moral influence on the scientific world. Completely possessed with the idea of absolute truth at all hazards, he abhors tampering with or shaping facts to suit preconceived theories. It is, perhaps, hardly too much to say that no man has exercised a more powerful influence on the study of natural history since Aristotle himself.

Quotations.

HONGKONG, August 29, 1877.

OPIMUM.—New Patna, cash, 458½
" Old Patna, cash, 58½
" New Benares, cash, 57½
" Old Benares, cash, 570
" New Malwa, cash, 238½
" Old Malwa, cash, 605
" Allowance Tels, 8 a 32
" Allowance Tels, 8 a 32
QUICKSILVER, ... 76½

Exchange.

Bank, on demand, ... 8/10
" 30 days' sight, ... 3/10
" 6 months' sight, ... 3/11
Credits, ... 3/11
Documentary, 6 months' sight, ... 2/11
Bombay, demand Rupees, ... 228½
Calcutta, demand, ... 72½
Shanghai, 30 days', ... 73½
Bar Silver, 17, dwt. B., ... 82 prem.
Mexicans, ... 1
Gold Leaf, ... 26.35
English Sovereigns, ... 6.04
Australian Sovereigns, ... 6.04
Discount, ... 8 a 10

Shares.

Hongkong Bank, 45 1/2 prem.
Union Ins. Society of Canton, 4900
China Traders' Ins. Co., 42,900
Chinese Insurance Co., 4250
Yangtze Ins. Association, Tls. 770
North China Ins. Co., Tls. 860
K.K. Fire Ins. Co., 4380
China Fire Ins. Co., 4168
H.K. & W. Dock Co., 23 1/2 dls.
H.K. & W. S. S. Co., 12 1/2 dls.
Shanghai Steam Navigation, Tls. 80
Hongkong Gas Co., 375
Hongkong Hotel Co., 950
Chinese Imperial Loan, 4103

Temperature.

(Taken at Messrs Falcener & Co.'s Premises, Queen's Road.)

HONGKONG, August 29, 1877.
BAROMETER—9 A.M. ... 30.056
Do. 1 P.M. ... 30.040
Do. 4 P.M. ... 30.000
THERMOMETER—9 A.M. ... 85½
Do. 1 P.M. ... 86
Do. 4 P.M. ... 85½
Do. (Wet bulb) 9 A.M. ... 80½
Do. Do. 1 P.M. ... 81
Do. Do. 4 P.M. ... 81
Do. Maximum over night ... 86½
Do. Minimum over night ... 82

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.	Remarks.
Feb.	5, Carrizal,	Cardiff	(Brest Feb. 23)
Mar.	17, D. McB. Park,	Sunderland	v. S'pore
	Astrea,	New York	
	19, Ogyrus,	Cardiff	for Canton
	22, Birling,	Cardiff	
	27, Fortuna,	Antwerp	
Apr.	8, Rota,	Cardiff	
	10, Vega,	Hamburg	
May	3, Staghound,	Liverpool	
	10, Woodville,	Hamburg	
	10, David,	Antwerp	
	11, Naworth,	Antwerp	
	12, Peruvian,	Liverpool	
	12, Chandos,	Cardiff	
	13, Alstra,	Melbourne	
	15, Sophia,	Liverpool	
	16, Meteor,	Hamburg	
	19, Melusine,	Penarth	
	26, Martha Jackson,	Penarth	
	26, Alexandra,	Liverpool	
	27, Kate Garbis,	London	
	30, C. R. Bishop,	Falmouth	
	30, Cilurnum,	Penarth	

When left.	Name.	From.	Remarks.
June	2, Marco Polo,	Hamburg	
	4, Melbrik,	London	
	4, Faughel Ballagh,	London	
	4, Rhindia Castle,	Cuxhaven	
	7, Edmond Brumm,	Portsmouth	
	9, Elanstone,		

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA will be despatched for San Francisco, via Yokohama, on THURSDAY, the 30th instant, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 20th instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, August 13, 1877. 2480



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship FRESHWATER, Captain WHITE, will leave this on SATURDAY, the 8th September, at Noon.

For further Particulars, apply to

A. LIND, Superintendent.

Hongkong, August 28, 1877. 2483

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

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THE S. S. "BELGIO" will be despatched for San Francisco via Yokohama, on SATURDAY, the 8th September, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 9, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, August 23, 1877. 2488

K WONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr ARYON has been appointed Manager, and all Orders addressed to him at 87, Praya, or to Mr FAY JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. 2419

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SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

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CHOW CHAN, Merchant.

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POLICIES against FIRE granted on BUILDINGS and on Goods stored therein at CURRENT RATES, subject to a DISCOUNT of 20% on the Premium.

OFFICE, 48, Bonham Strand.

Hongkong, August 23, 1877. 2429

INSURANCES.

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THIS Company is now Prepared to Issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTEEN MILLION DOLLARS, thus enabling this Company to accept large lines.

SANDER & Co., Agents.

Hongkong, June 26, 1877. 2426

THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tael Two Million, in 1,000 shares of Tael 2,000 each. PAID UP CAPITAL—Tael Six Hundred Thousand, or Tael 600 per share.

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M. S. GURRAY, Esq. (Messrs David Sassoon, Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
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Secretary—HERBERT S. MORRIS, Esq.

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At the principal ports in the East and Australian Colonies.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Tael 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders in the following manner:—

One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premium paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premium or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the office of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY, Gentlemen,

..... hereby request that you will allot to..... Shares in the above Company, and..... agree to accept such Shares, or any number you may allot to..... and..... agree to pay the first call of Tls. 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,

Your obedient servant,

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.

Shanghai, June 18, 1877. 2401

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL Tael 400,000, equal to \$555,555.55.

Directors.

LEE SING, of the Lai Hing Firm.
CHAN SHUNG LAI, of the Lai Yuen Firm.
WONG YIK FUN, of the Chun Cheong Wing Firm.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Firm.
WONG FAE CHEUNG, of the San Tye Lee Firm.
PEN FONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS ON GOODS, etc., taken at CURRENT RATES to AUSTRALIA, CALIFORNIA, MANILA, SINGAPORE, SATHON, PENANG, and to all the TREATY PORTS of China and Japan.

HEAD OFFICE, 48, Bonham Strand.

Hongkong, June 1, 1877. 2402

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MYLCHREES & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Belge	3	h Metcalfe	Brit. str.	2652	Aug. 24	O. & O. S. S. Co.	Ythama & San F'elcoo
China	4	h Friel	Amer. str.	3886	Aug. 10	P. M. S. S. Co.	Ythama & San F'elcoo
Douglas	5	h Pitman	Brit. str.	884	Aug. 29	Douglas Laprak & Co.	Coast Ports
Cameralda	6	h Thebaud	Brit. str.	396	Aug. 28	A. McQ. Heaton	Amoy
Fane	7	h Stapan	Brit. str.	117	H. K. & W'poa Dock Co.	To-day
Glanoglas	8	h McLean	Brit. str.	1897	Aug. 27	Jardine, Matheson & Co.	Shanghai
Hollywood	9	h McVicar	Brit. str.	333	Aug. 24	Russell & Co.	Holhow & Halphong
Ironadddy	10	h Eadie	Foh. str.	2400	Aug. 23	Messageries Maritimes	Manille, 1st pz.
Mariveles	11	h Munoz	Span. str.	202	Aug. 26	Remedios & Co.	Manila
Norma	12	h Walker	Brit. str.	606	Aug. 26	Kwok Acheong	Swatow
Ormod	13	h Echevarria	Span. str.	224	Aug. 26	B. Kier	To-day
Spartan	14	h Cooper	Brit. str.	987	Aug. 26	Jardine, Matheson & Co.	Australian Ports
Somerset	15	h Torrance	Brit. str.	654	Aug. 25	Gibb, Livingston & Co.	Yokohama
Sunda	16	h Reeves	Brit. str.	1704	Aug. 26	P. & O. S. S. Co.	Tamsui, &c.
Taiwan	17	h Young	Brit. str.	408	Aug. 26	Douglas Laprak & Co.	Yokohama
Tanaka	18	h Marvella	Foh. str.	1735	Aug. 28	Messageries Maritimes	Repatriating
W. Cores de Vries	19	h Hunter	Brit. str.	334	June 21	Hok Moh Leong	K'long Dock
Washi	20	h Hunter	Brit. str.	209	Aug. 21	Landstein & Co.	Holhow

Sailing Vessels							
A. E. Vidal	4	h Schreiber	Ger. bqe.	332	Aug. 21	Wieler & Co.	San Francisco New York
A. S. Davis	5	h Ford	Amer. sh.	1399	June 19	Russell & Co.	
Aberlady	6	h Nicoll	Brit. bqe.	735	Aug. 5	Vogel, Hagedorn & Co.	
Adolph	7	h Horn	Ger. sh.	867	Aug. 8	Arnhold, Karberg & Co.	
Anna	8	h Hill	Brit. bqe.	468	Aug. 7	Adamson, Ball & Co.	
Annie S. Hall	9	h Nelson	Amer. bqe.	455	Aug. 16	Douglas Lapraik & Co.	
Antipodes	10	h Wyeth	Brit. bqe.	592	Aug. 8	Arnhold, Karberg & Co.	
Antwerp	11	h Atkins	Brit. bqe.	1031	July 13	Melchers & Co.	
Auguste	12	h Thomson	Brit. 3m. sh.	210	Aug. 10	Meyer & Co.	
Beethoven	13	h Haje	Ger. bqe.	340	Aug. 29	Melchers & Co.	
Benefactor	14	h Hayden	Amer. bqe.	596	July 28	Russell & Co.	
Bon Accord	15	h Scott	Brit. bqe.	398	July 19	Gibb, Livingston & Co.	
Bonita	16	h Hehr	Ger. 3m. sh.	341	Aug. 17	Eduard Schellhass & Co.	
Bua Pan	17	h Möller	Slam. sh.	675	Aug. 7	Chinese	
Canton	18	h Crantz	Ger. bqe.	373	July 30	Siemssen & Co.	
Carmelita and Ida	19	h Ketels	Ger. bqe.	488	Aug. 29	Eduard Schellhass & Co.	
Catherine Marden	20	h Marden	Brit. 3m. sh.	287	Aug. 9	Wm. Pustan & Co.	
Charles Mureau	21	h Quatreteux	Foh. bqe.	368	Aug. 9	Landstein & Co.	
Charley	22	h Lnokey	Brit. bqe.	600	Aug. 27	Chinese	
Charron Wattans	23	h Ullrich	Slam. sh.	656	Aug. 12	Chinese	
Cheng Soon	24	h Cheng Sang	Slam. sh.	200	April 30	Chinese	
Chill	25	h Veal	Brit. bqe.	445	July 30	Gibb, Livingston & Co.	
Christiana A. P.	26	h Capra	Nic. 3m. sh.	300	July 29	Remedios & Co.	
Edinburgh Castle	27	h Seward	Brit. bqe.	627	July 8	Adamson, Ball & Co.	
Emily Chaplin	28	h Harris	Brit. bqe.	753	Aug. 31	Adelshorn & Co.	
Emma	29	h Gran	Ger. bqe.	358	Aug. 6	Wm. Pustan & Co.	
Galatia	30	h Jaeger	Ger. sh.	1289	July 31	Landstein & Co.	
Genevieve	31	h Leprieux	Ger. bqe.	639	July 28	Melchers & Co.	
George	32	h Steffens	Ger. bqe.	769	July 25	V	